

SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT NO.  

## INFORMATION REPORT

CD NO. 25X1A

COUNTRY East Germany

DATE DISTR. 13 October 1953

SUBJECT Mathias Thesen Shipyard, Wismar

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(LISTED BELOW)

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DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.  

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SOURCE

1. On 22 April 1953, turbine damage occurred on the Soviet ship MOZHATSKI while she was under repair at the Thesen Shipyard in Wismar. Her turbine cover, which weighed about 3.5 tons, had been lifted by a shore crane and lowered too quickly. It came down on the turbine when the guide bolts broke, and damaged it so severely that delivery of the vessel was delayed for at least three months. Beginning 1 May 1953, the shipyard had to pay a conventional daily penalty of 66,000 eastmarks for not meeting the delivery date. Shipyard manager Roosse (fnu), in the presence of representatives of the Ministry for Agricultural and Transportation Machine Construction and of the Bergmann-Forsig firm, estimated the damage at about 8,000,000 eastmarks. He said that at least nine new rotor lines had to be fitted in. The crane operator, who had been arrested for sabotage, handcuffed, and carried off to prison immediately after the incident, was released from prison after all workmen on board the MOZHATSKI had stopped work and the representatives of the shipyard, the supervisory committee, and the Bergmann-Forsig firm had made it clear that the incident was caused by movements of the ship which had not been made fast securely enough, that the crane operator could not see the turbine below the deck and, therefore, was dependent on sign signals; and that the moment he lowered the turbine cover, considerable fluctuations of the power supply had interfered with the speed controls of the crane. It proved necessary to break up the engine room deck again to repair the turbine, for which a special crane had to be summoned from the Neptun Shipyard in Rostock.
2. The LENSOVIET, which was also under repair, was scheduled to be drydocked on 10 June 1953. Some of the ball bearings required for the engines had not been received from West Germany, causing continual delays. The KALININGRAD, which also was to undergo repair was due from Warnemuende on 25 July 1953. Icebreaker KRASSIN was due in Wismar in August 1953, after she had originally been expected at the Warnow Shipyard in Warnemuende in February 1953 and subsequently had been scheduled to be repaired at the Warnow Shipyard in Warnemuende. New targets were set for the Soviet ships to be repaired and built.

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<u>Name of Ship</u>	<u>Target Date</u>	<u>Remarks</u>
MOZHAIKI	4 June 1953	
KALININGRAD	31 December 1953	
LENISOVIET	-	to be completed 92.5 percent by late 1953
VOLOGDA	30 March 1954	to be completed 87 percent by late 1953
SESTRORESK	30 July 1954	to be completed 71 percent by late 1953
VORONFI	30 May 1954	to be completed 72 percent by late 1953
TEHUKOTKA	1 September 1955	to be completed 3 percent by late 1953
River passenger ship No 1	25 September 1953	to be launched on 1 July 1953
" " " No 2	15 November 1953	" " 1 August 1953
" " " No 3	1 August 1953	" " 28 February 1954
" " " No 4	1 September 1954	" " 1 April 1954
" " " No 5	1 October 1954	" " 1 May 1954
" " " No 6	1 November 1954	" " 1 July 1954
" " " No 7	1 December 1954	" " 15 July 1954
" " " No 8	15 December 1954	" " 15 August 1954
" " " No 9	15 January 1955	" " 1 September 1954
" " " No 10	31 January 1953	" " 15 September 1954
Type-I freighter No 1	31 December 1953	" " 1 September 1953
Type-I freighter No 2	28 February 1954	" " December 1953
Seagoing tug No 1	1 August 1953	" " 15 June 1953
Seagoing tug No 2	1 October 1953	" " 15 August 1953
Seagoing tug No 3	15 December 1953	" " 1 November 1953
100-ton floating crane	-	to be completed 50 percent by late 1953
15-ton floating crane No 1	1 October 1953	to be launched on 15 August 1953
15-ton floating crane No 2	15 October 1953	" " 1 September 1953
8-ton floating crane No 1	1 December 1953	" " 15 October 1953
8-ton floating crane No 2	31 December 1953	" " 15 November 1953

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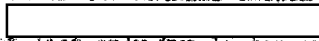
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Five new 4,800-ships were to be built. The first ship of this batch was to be completed 7 percent by the end of 1953 and to be delivered on 1 December 1954. No targets had been set for the other four ships.<sup>1</sup>

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 Comment. Information on the production of the Mathias Thesen Merft in Wisnar was previously submitted.  It is to be noted that in the present target list only two 15-ton cranes are mentioned and that, in addition, numerous delivery dates were altered presumably as a result of difficulties in material supply and mismanagement. Originally, a total of five 15-ton cranes and series construction of another five cranes was planned. The last named cranes were to be assembled in the USSR.

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